

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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|----------------|---------------------------------|-----------------|------------|
| COUNTRY        | East Germany/Poland             | REPORT          |            |
| SUBJECT        | Bridge Construction in Goerlitz | DATE DISTR.     | 7 May 1953 |
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(FOR KEY SEE REVERSE)

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Reichenberger Bridge

1. The reconstruction of the Reichenberger bridge in Goerlitz was begun in April 1952. It was completed in late January 1953. In early April, the final coat of paint was being applied to the bridge, but it had not been opened to any traffic. The bridge connects the German and Polish sections of Goerlitz, linking the "Die Saar ist frei" Strasse on the German side and the Reichenberger Strasse on the Polish side (both old names).
2. The bridge was constructed by a Polish firm and is, at present, the only bridge with sufficient load capacity to accommodate heavy traffic in the south Neisse area.
3. The Reichenberger bridge is constructed of steel girders, embedded in stone foundations on both the Polish and German sides of the river, supported in the center by two stone pillars. Four sets of steel girders, 25 cm. wide, have been used, two on each side of the roadway, placed one above the other 1 m. apart and connected by small crossed connecting steel girders. The roadway is made up of concrete slabs approximately 30 cm. thick. The height of the roadway above the normal water level is approximately 9½ meters. The roadway is approximately 11 meters wide. At this point, the Neisse is about 1 meter deep. The river has a shallow sloping bank on the German side, but the bank is steep on the Polish side.

Goerlitz Railroad Viaduct

4. The Goerlitz railroad viaduct is being reconstructed as quickly as possible. It is estimated, however, that the work will not be completed for many months.

25 YEAR RE-REVIEW

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200